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ECONOMIC COMMISSION FOR AFRICA

Third meeting of the Co-ordinating Committee of the Cairo-Gaborone Trans-East African Highway

Addis Ababa, 15-20 December 1980

Agenda item 4

LO/NAIROBI

CURRENT STATUS OF THE TRANS-EAST AFRICAN HIGHWAY

A. Infrastructure progress

1. Due to lack of adequate up-to-date information on highway activities, ECA has not been able to produce the current status and instead has reproduced the 1978 status (annex I) for the benefit of participating member and associate member countries, who may wish to submit any progress made during the last couple of years in their respective countries. Their prompt submission would enable the secretariat to publish a "status" report right away. This exercise should prove particularly significant and challenging to associate member countries of the Trans-East African Highway, who are participating in the Co-ordinating Committee meeting for the very first time, who would now have the opportunity to include their road activities in the Trans-East African Highway system improvement programme.

2. Participants, particularly co-operating industrialized countries and financing institutions, are urged to support, with financial and technical assistance, the improvement of the substandard sections so that the Trans-East African Highway will be upgraded at least to all-weather standard all the way from Cairo to Gaborone within the shortest possible time.

B. Non-physical barriers to travel and trade along the Trans-East African Highway

3. In 1973-1974 the British and French Governments jointly financed a study on the administrative and legal barriers to travel and trade along the Mombasa-Lagos Trans-African Highway. 1/ The study confirmed that inter-State trade in Africa is impeded not only by a lack of good road infrastructure, but also by obstacles of a legal and administrative nature. The study also analysed these non-physical barriers and drew up proposals aimed at eliminating them or reducing their effect on international movement, so as to permit the fullest utilization of the Mombasa-Lagos Highway system.

1/ E/CN.14/TRANS/116.

4. The Mombasa-Lagos Trans-African Highway Authority, which was established by the Governing Council of Ministers of member States in Bangui, on 26 July 1980, and which is scheduled to be operational as of 1 January 1981, is committed to launch an action-oriented implementation programme of removing these administrative and legal barriers in its area of competence.

5. The Economic Commission for Africa is extremely appreciative of the Anglo-Franco efforts and profoundly grateful to the two Governments. Nevertheless this is only a beginning, and ECA feels that co-operating industrialized governments and financing institutions must support similar studies along the Cairo-Gaborone Trans-East African Highway, so that existing regulations affecting the unhindered movement of persons and goods across frontiers may be improved and all constraints removed.

6. A "Facilitation Check List" has been reproduced and attached as annex II, to items that the Trans-East African Highway member countries need to examine and standardize.

A. SUMMARY OF THE 1978 STATUS OF THE CAIRO-GABORONE TRANS-EAST AFRICAN HIGHWAY

(a) Egyptian section

1. Of the 1265 km of the Trans-East African Highway in Egypt, the Cairo-Aswan section (945 km) was bituminous surfaced, while the Aswan-Wadi Halfa section (320 km) was a trail. The engineering design of the Aswan-Wadi Halfa section had been completed and its construction was expected to start soon. The African Development Bank (ADB) and the Arab Fund for Economic and Social Development (AFESD) had been requested to assist in financing the construction of that section and their response was awaited.

(b) Sudanese section

2. Of the 1516 km of the Trans-East African Highway in the Sudan, 414 km were bituminous surfaced while the remaining 1102 km consisted of earth roads and trails. The reconnaissance survey of the Wadi Halfa-Dongola section (400 km) and the engineering design for gravelling the Dongola-Omdurman/Khartoum section (547 km) had been completed. Finance for the construction of the Wadi Halfa-Khartoum section (945 km) still had to be sought.

3. The African Development Bank and the Arab Fund for Economic and Social Development had been requested to assist in financing the final engineering design and the construction of the Wadi Halfa-Dongola-Khartoum section and their response was still awaited.

4. It should be noted that the Governments of Egypt and the Sudan had jointly submitted their application to ADB and AFESD and the amounts requested from the two banks were $US 72 million and $US 100 million respectively for the construction of the Aswan-Khartoum section.

5. The engineering design of the Gedaref-Gallabat/Metema section (155 km) had been completed and finance for its construction still had to be sought. The African Development Bank had already been approached and its response was still awaited.

(c) Ethiopian section

6. Of the 1721 km of the Trans-East African Highway section in Ethiopia, 925 km were bituminous surfaced, 649 km gravel surfaced and 147 km earth roads. The Metema-Azezo (217 km) needed an engineering design with a view to constructing it to an all-weather standard. From Azezo to Debre Marcos (422 km) was gravel surfaced. Asphalting of the Debre Marcos-Dejen section (74 km) was underway. From Dejen to Moyale (1008 km) was bituminous surfaced except for the Awassa-Dilla section (83 km) whose bituminization was expected to start in 1978.

(d) Kenyan section

7. The Kenyan section of the Trans-East African Highway was about 944 km, of which 437 km were bituminous surfaced. The remaining 507 km were gravel surfaced whose upgrading to bitumen standard by 1984 was being seriously considered by the Kenyan Government and bilateral and multilateral financing sources had already been approached.

8. The preliminary estimates of the total improvement cost amounted roughly to K£6.3 million ($US 15 million) for the phase I segment between Moyale and Marsabit (250 km) and K£7.7 million ($US 18.5 million) for the phase II section between Marsabit and Isiolo (257 km), or a total improvement cost of K£ 14 million ($US 33.5 million) for the Moyale-Isiolo section. The two-phase improvements were expected to be completed by 1984 at the latest.

(e) Tanzanian section

9. The Tanzanian section of the Trans-East African Highway was about 1234 km, of which 709 km were bituminous surfaced and the remaining 525 km gravel surfaced.

10. The Namanga-Makuyuni section (174 km) was bituminous surfaced but its pavement needed strengthening.

11. The gravel section between Makuyuni and Iringa (525 km) was in poor condition. That section needed reconstruction to bituminous standard at an estimated cost of about $US 54.09 million.

(f) Zambian section

12. The Zambian section of the Trans-East African Highway was about 1545 km and the entire length was bituminous surfaced.

13. The Zimba-Livingstone section (76 km) was a narrow bituminous surfaced road and needed widening to international standard. The cost to reconstruct it to full width, including a bridge over the railway, was estimated at $US 7.5 million.

14. There was need to construct a bridge over the Zambezi River at Kazungula. Currently the Zambezi was crossed by two ferry boats which usually operated between 6 a.m. and 6 p.m., which was inadequate to accommodate the increasing international traffic. The construction of the bridge (about 700 metres) was estimated to cost $US 6.2 million.

(g) Botswanan section

15. The section of the Trans-East African Highway in Botswana was 923 km, of which 388 km were bituminous surfaced, 299 km gravel and the remaining 236 km earth roads of dry-weather standard.

16. The Kazungula-Nata section (299 km) had recently been constructed to gravel standard. Finance had been partly secured and about $US 6.5 million was still to be sought for its bituminization which was expected to start in 1979 and be completed in February 1981.

17. The Nata-Francistown (188 km) and Mahalapye-Gaborone (200 km) sections had recently been constructed to bituminous standard.

18. The Francistown-Serule section (84 km) was currently under construction to bitumen standard and its completion was expected by June 1979.

19. Construction of the Serule-Mahalapye section (152 km) to bitumen standard had just been started and was expected to be completed in April 1980.

B. SECTIONS REQUIRING ASSISTANCE (1978)

20. The sections of the Cairo-Gaborone Trans-East African Highway for which finance had still to be sought were the following:

(i) Egypt: Aswan-Wadi Halfa (320 km). Construction to bitumen standard ($US 50 million)

(ii) Sudan: Wadi Halfa-Khartoum (947 km). Engineering design and construction to bitumen standard ($US 136 million)

(iii) Sudan: Gedaref-Gallabat (155 km). Construction to bitumen standard ($US 25 million)

(iv) Ethiopia: Metema-Azezo (217 km). Engineering design and construction to gravel standard ($US 23 million)

(v) Kenya: Moyale-Isiolo (507 km). Upgrading to bitumen standard ($US 33.5 million)

(vi) Tanzania: Makuyuni-Iringa (601 km). Engineering design and reconstruction to bitumen standard ($US 54.09 million)

(vii) Zambia: Zimba-Livingstone (76 km). Widening to international road standard ($US 7.5 million)

(viii) Zambia: Construction of Zambezi Bridge at Kazungula ($US 6.2 million)

(ix) Botswana: Completion of the construction of the Nata-Kazungula section ($US 6.5 million)

21. Participants were very much concerned to see that prospective financing institutions, especially ADB and AFESD to which applications had been submitted, were not represented at the meeting, although they, together with the Khartoum-based Arab Bank for Economic Development in Africa, had been invited.

22. The Committee expressed its appreciation to the Executive Secretary of ECA for the steps he had taken to implement the project and requested him to continue his efforts to mobilize financial and technical resources for the completion of the Cairo-Gaborone Highway.

(a) Work programme

23. The proposed five-year (1978-1982) work programme for the Trans-East African Highway, prepared on the basis of information obtained at the meeting, is given in section D.

(b) Feeder links

24. The 1978 status of the feeder links from the neighbouring States to the Cairo-Gaborone Trans-East African Highway is summarized in section E and shown on the map.

(c) Vehicle specifications

25. The second meeting of the Cairo-Gaborone Highway Co-ordinating Committee agreed that the following should be adopted as the maximum specification for the Trans-East African Highway:

Maximum single axle load	8,000 kg
Width of vehicle	2.50 metres
Height of vehicle	4.50 metres
Length of vehicle	20 metres
Length of vehicle and trailer	22 metres

26. The Committee however requested ECA to urge member States to try to design their highways to 10,000 kg single axle load and also, in the meantime, to urge member States to restrict axle load factors to conform to the regulations prevailing in other countries.

C. SUMMARY OF STATUS (1978)

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
1. EGYPT					
Cairo-Beni Suef	119	-	-	119	
Beni Suef-Asyut (Jnct.)	252	-	-	252	
Asyut (Jnct.)-Qena	272	-	-	272	
Qena-Aswan	302	-	-	302	
Aswan-Wadi Halfa	-	-	320	320	ADB and AFESD requested to finance construction.
Total Egypt	945	-	320	1265	
2. SUDAN					
Wadi Halfa-Dongola	-	-	400	400	Finance for engineering and construction of the Wadi Halfa-Khartoum section to be sought; ADB and AFESD approached.
Dongola-Khartoum	-	-	547	547	
Khartoum-Wad Medani	187	-	-	187	
Wad Medani-Gedaref	227	-	-	227	
Gedaref-Gallabat/ Metema	-	-	155	155	Engineering design complete finance for construction be sought and ADB approac
Total Sudan	414	-	1102	1516	

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
3. ETHIOPIA					
Gallabat/Metema–Azezo	–	70	147	217	
Azezo–Dejen	–	496	–	496	Asphalting of Dejen–Debre Marcos section underway.
Dejen–Addis Ababa	233	–	–	233	
Addis Ababa–Mojo	72	–	–	72	
Mojo–Awassa	204	–	–	204	
Awassa–Dilla	–	83	–	83	Finance for its asphalting secured; work expected to commence in 1978.
Dilla–Yabello	208	–	–	208	
Yabello–Moyale	208	–	–	208	
Total Ethiopia	925	649	147	1721	
4. KENYA					
Moyale–Sololo	–	80	–	80	Moyale–Isiolo: upgrading of existing engineered gravel highway to bitumen standard under consideration; negotiation for its finance underway with bilateral and multilateral financing sources; expected to be completed by 1984.
Sololo–Marsabit	–	170	–	170	
Marsabit–Isiolo	–	257	–	257	
Isiolo–Lewa	30	–	–	30	
Lewa–Nanyuki	52	–	–	52	
Nanyuki–Kiganjo	48	–	–	48	
Kiganjo–Sagana	47	–	–	47	
Sagana–Thika	54	–	–	54	
Thika–Nairobi	42	–	–	42	
Nairobi–Athi River	25	–	–	25	
Athi River–Namanga	139	–	–	139	
Total Kenya	437	507	–	944	
5. TANZANIA					
Namanga–Arusha (Jnct.)	99	–	–	99	Namanga–Makuyuni section needs pavement strengthening. The gravel section between Makuyuni and Iringa is in poor condition.
Arusha (Jnct.)–Makuyuni	75	–	–	75	
Makuyuni–Babati	32	60	–	92	
Babati–Dodoma	11	247	–	258	
Dodoma–Iringa	33	218	–	251	
Iringa–Mbeya	350	–	–	350	
Mbeya–Tunduma	109	–	–	109	
Total Tanzania	709	525	–	1234	

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
6. ZAMBIA					
Tunduma–Mpika	375	–	–	375	
Mpika–Kapiri M'Poshi	434	–	–	434	
Kapiri M'Poshi–Lusaka	206	–	–	206	
Lusaka–Zimba	397	–	–	397	
Zimba–Livingstone	76	–	–	76	Needs widening.
Livingstone–Kazungula	59	–	–	59	Bridge over Zambezi at Kazungula required.
Total Zambia	1547	–	–	1547	
7. BOTSWANA					
Kazungula–Nata	–	299	–	299	Bitumenization planned to b carried out 1979–1981; EDF,
Nata–Francistown	188	–	–	188	
Francistown–Serule	–	–	84	84	Under construction to bitumen standard; to be completed by June 1979.
Serule–Mahalapye	–	–	152	152	Under construction to bitumen standard; to be completed by April 1980.
Mahalapye–Gaborone	200	–	–	200	Completed 1976.
Total Botswana	388	299	236	923	
GRAND TOTAL	5365	1980	1805	9150	
Per cent	58	22	20	100	

D. TRANS-EAST AFRICAN HIGHWAY: WORK PROGRAMME 1978–1982

Country and section	Length (km)	Existing surface	1978	1979	1980	1981	1982
1. Egypt							
Cairo-Aswan	945	B	M	M	M	M	M
Aswan-Wadi Halfa	320	E	CB	CB	CB	CB	M
2. Sudan							
Wadi Halfa-Dongola	400	E		FD	CB	CB	CB
Dongola-Khartoum (Omdurman)	547	E		D	CB	CB	CB
Khartoum-Gedaref	414	B	M	M	M	M	M
Gedaref-Gallabat/Metema	155	E		CB	CB	CB	M
3. Ethiopia							
Metema-Azezo	217	E	D	CG	CG	CG	M
Azezo-Debre Marcos	422	G					
Debre Marcos-Dejen	74	G	CB	M	M	M	M
Dejen-Addis Ababa	233	B	M	M	M	M	M
Addis Ababa-Awassa	276	B	M	M	M	M	M
Awassa-Dilla	83	G	CB	CB	M	M	M
Dilla-Moyale	416	B	M	M	M	M	M
4. Kenya							
Moyale-Marsabit	250	G	M	M	CB	CB	CB
Marsabit-Isiolo	257	G	M	M	M	M	CB
Isiolo-Nairobi	273	B	M	M	M	M	M
Nairobi-Namanga	164	B	M	M	M	M	M
5. Tanzania[1/]							
Namanga-Makuyuni	174	B	M	M	M	M	M
Makuyuni-Dodoma	350	G	M	M	CB	CB	CB
Dodoma-Iringa	251	G	M	M	CB	CB	CB
Iringa-Tunduma	459	B	M	M	M	M	M
6. Zambia[1/]							
Tunduma-Lusaka	1015	B	M	M	M	M	M
Lusaka-Zimba	397	B[2/]	M	M	M	M	M
Zimba-Livingstone	76	B[2/]	D	CB[3/]	CB[3/]	M[4/]	M
Livingstone-Kazungula	59	B	M	FD[3/]	MC[3/]	MC[4/]	M
7. Botswana							
Kazungula-Nata	299	G	M	CB	CB	CB	M
Nata-Francistown	188	B	M	M	M	M	M
Francistown-Gerule	84	E	CB	CB	M	M	M
Gerule-Mahalapye	152	E	CB	CB	CB	M	M
Mahalapye-Gaborone	200	B	M	M	M	M	M

Existing surface condition:
E = Earth (dry weather only); G = Gravel (all weather); B = Bitumen
Next phase:
F = Feasibility study; D = Engineering design; CG – Construction to gravel standard; CB = Construction to bitumen standard; M = Maintenance (including upgrading to bitumen-surfaced roads).

1/ Subject to confirmation by Government.
2/ Narrow bituminous road.
3/ Design of Zambezi Bridge at Kazungula.
4/ Construction of Zambezi Bridge.

E. FEEDER LINKS TO THE CAIRO-GABORONE HIGHWAY (1978)
SUMMARY OF STATUS (1978)

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
1. Libya[1/]					
Ajedabya-Galio	325	-	-	325	
Galio-Kufra	-	-	625	625	Construction to commence in 1978 and to be completed in four years.
Kufra-El Uweinat	-	-	350	350	Engineering design complete construction planned.
Total Libya	325	-	975	1300	
Sudan					
El Uweinat-Gelima	-	-	470	470	
Salima-Abri	-	-	130	130	
Total Sudan	-	-	600	600	
Total Libya/Sudan	325	-	1575	1900	
2. Djibouti					
Djibouti-Ali Sabieh	74	-	22	96	
Ali Sabieh-Dewalé (front.)	-	-	9	9	
Total Djibouti	74	-	31	105	
Ethiopia					
Dewalé-Dire Dawa	-	-	217	217	
Dire Dawa-Alemaya (Jnct.)	21	-	-	21	
Alemaya (Jnct.)-Nojo	155	278	-	433	Common section; see 3(i) below.
Total Ethiopia	176	278	217	671	
Total Djibouti/Ethiopia	250	278	248	776	

1/ Feeder link Tripoli-Cairo to be part of Nouakchott-Cairo Highway.

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
3. Somalia					
(i) Somalia/Ethiopia					
Mogadiscio-Beled Wen	334	-	-	334	
Beled Wen-Fer Fer	28	-	-	28	
Fer Fer-Dusamareb	149	-	-	149	
Dusamareb-Galcaio	213	-	-	213	
Galcaio-Garoue	276	-	-	276	
Garoue-Las'anod	147	-	-	147	
Las'anod-Burao	-	-	261	261	Under construction to bitume standard to be completed in 1978.
Burao-Hargheisa	135	-	-	135	
Hargheisa-Nabadeed	-	-	80	80	Under construction.
Nabadeed-Tug Wajale	-	-	20	20	
Total Somalia	1282	-	361	1643	
Ethiopia					
Tug Wajale-Jijiga	-	-	154	154	
Jijiga-Alemaya	34	105	-	139	
Alemaya-Awash	-	278	-	278	
Awash-Mojo	155	-	-	155	
Total Ethiopia	189	383	154	726	
Total Somalia/Ethiopia	1471	383	515	2369	
(ii) Somalia/Kenya					
Mogadiscio-Goluin	117	-	-	117	
Goluin-Gelib	-	-	257	257	
Gelib-Chisimaio	114-	-	-	114	
Chisimaio-Liboi	-	-	210	210	
Total Somalia	231	-	467	698	
Liboi-Kalange	-	165	180	345	Construction to gravel standard planned; to be completed by 1982.
Kalange-Thika	-	165	-	165	Bitumenization underway; to be completed in 1979.
Total Kenya	-	330	180	510	
Total Somalia/Kenya	231	330	647	1208	

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
4. Malawi					
(i) Malawi/Zambia					
Lilongwe-Mchinji	-	115	-	115	) Under construction to bitumen
Mchinji-Zambia border	-	13	-	13	) standard (USAID); to be completed by June 1978.
Total Malawi	-	128	-	128	
Zambia border-Chipata	22	-	-	22	
Chipata-Lusaka	567	-	-	567	
Total Zambia	589	-	-	589	
Total Malawi/Zambia	589	128	-	717	
(ii) Malawi/Tanzania					
Lilongwe-Salima	106	-	-	106	
Salima-Benga	-	20	-	20	Engineering design completed; finance for its construction to bitumen standard to be sought.
Benga-NKhata Bay	110	-	221	331	Construction to bitumen standard underway.
NKhata Bay-Mzuzu	48	-	-	48	
Mzuzu-Kacheche	-	-	75	75	Engineering design completed; ADB to finance construction to bitumen standard.
Kacheche-Karonga	125	-	53	178	Construction to bitumen standard (FR of Germany and EEC) underway and to be completed by May 1979.
Karonga-Chitipa	-	-	102	102	Finance for engineering study and construction of Karonga-Tunduma section to be sought; Canada approached.
Chitipa-Tunduma	-	-	94	94	
Total Malawi	389	20	545	954	

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
5. Mozambique					
(i) Mozambique/Zambia					
Maputo-Inchope	1071	-	-	1071	
Inchope-Beira	134	-	-	134	
Inchope-Nova Vanduzi (Jnct.)	86	-	-	86	
Nova Vanduzi (Jnct.)-Tete	365	-	-	365	
Tete-Bene	148	-	-	148	
Bene-Cassacatiza	129	-	-	129	
Total Mozambique	1933	-	-	1933	
Cassacatiza-Katete	-		43	43	Under construction to bitumen standard;tto be completed early 1978.
Katete-Lusaka	481	-	-	481	Common section.
Total Zambia	481		43	524	
Total Mozambique/Zambia	2414		43	2457	
(ii) Mozambique/Malawi					
Maputo-Tete	1522	-	-	1522	Common section.
Tete-Zobue (Jnct.)	106	-	-	106	
Zobue (Jnct.)-Vila Coutinho	-	141	-	141	Under construction to bitumen standard.
Vila Coutinho-Braganca/ Dedza	25	-	-	25	
Total Mozambique	1653	141	-	1794	
Braganca/Dedza-Lilongwe	97	-	-	97	
Lilongwe-Tunduma	389	20	545	954	For details, see under 4. Malawi (ii) (Malawi/ Tanzania) above; common section.
Total Malawi	486	20	545	1051	
Total Mozambique/Malawi	2139	161	545	2845	
6. Uganda					
Kampala-Masaka	130	-	-	130	Needs resealing.
Masaka-Mutukula	89	-	-	89	
Total Uganda	219	-	-	219	

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
7. Rwanda					
Kigali–Kayanza	64	–	12	76	
Kayanza–Rusumo	–	–	94	94	Construction to bitumen standard planned.
Total Rwanda	64	–	106	170	
8. Burundi					
Bujumbura–Kayanza	97	–	–	97	
Kayanza–Muyinga–Kobero	–	–	138	138	
Total Burundi	97	–	138	235	
Tanzania					
Kobero–Rulenge	–	–	42	42	
Rusumo–Rulenge	–	–	50	50	Bridge at Rusumo completed.
Rulenge–Akibali	–	–	80	80	Akibali–Rusumo construction planned (ADB).
Mutukula–Bukoba–Akibali	–	288	–	288	
Akibali–Nzega	–	308	–	308	Engineering design completed; finance for construction to be sought (EEC and ADB approached).
Nzega–Singida	–	232	–	232	
Singida–Dodoma	–	252	–	252	
Total Tanzania	–	1080	172	1252	
9. Swaziland					
Swaziland/Mozambique/Zambia					
Swaziland					
Mbabane–Namaacha (front.)	–	141	–	141	
Mozambique					
Namaacha–Maputo	77	–	–	77	
Maputo–Cassacatiza	1933	–	–	1933	See 5(i).
Total Mozambique	2010	–	–	2010	
Zambia					
Cassacatiza–Katete	–	–	43	43	See 5(i).
Total Swaziland/ Mozambique/Zambia	2010	141	43	2194	

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
10. Egypt					
Cairo-Berenice-Ras Hadarba	834	-	323	1157	
11. Sudan					
Port Sudan-Gedaref	378	242	146	766	Under construction.
Port Sudan-Ras Hadarba	-	-	300	300	
Total Sudan	378	242	446	1066	
12. Ethiopia					
Assab-Awash	650	-	-	650	
13. Tanzania					
Dar es Salaam-Chalinze	109	-	-	109	
Chalinze-Arusha	530	-	-	530	
Chalinze-Morogoro	92	-	-	92	
Morogoro-Dodoma	-	340	-	340	
Morogoro-Iringa	297	-	-	297	
Total Tanzania	1028	340	-	1368	
GRAND TOTAL	8472	3083	4652	16207	Excluding common section.
Per cent	52	19	29	100	

FACILITATION CHECK LIST

A. Standardization proposals

Traffic, Vehicle, Highway Regulations

Speed limits

1. Busses - 80 kph
2. Truck trailers 60 kph
3. Urban limit, all vehicles, 60 kph

Definition

4. Heavy vehicle 3500 kg
5. Light vehicle, 9 passenger

Right of ways

6. Approaching vehicle yield to vehicle on roundabout

Size and Weight

7. Maximum load 10,000 kg
8. Maximum over-all width 2'50 m
9. Maximum over-all height, 4 m
10. 2, 3 axle vehicle length, 11 m
11. Articulated vehicle, 14 m
12. Truck trailers, 13 m

Rear signal lights

13. - 2 red lights compulsory

Trailers

14. Light - 250 kg, unladen
15. Light, 1000 kg. loaded
16. Heavy, brakes on at least half number of wheels
17. Reflectorized "T" at the rear
18. Reflectorized "R" at the rear
19. Compulsory safety chains

Road Design Standards

20. Minimum speed - 50 km/hr
21. Right of way 600 m
22. Road is centre of R/W
23. Shoulder width 2.5 m
24. Cross fall 1.5 - 3 per cent
25. AASHO Bridge loadings

Traffic signs

26. TPO/BCEOM - recommended signs
27. Directional signs at important junctions
28. Erection of milestones
29. Mandatory road marking clause in all paving contracts

Foreign exchange

30. Customs offices at border posts

Immigration

31. Easing of visa requirement

Road side Development

32. Establishment of rest houses
33. Guarded camp sites (and services)
34. Transafrican map and travel guide
35. Unrestricted night driving
36. Vehicle roadworthiness control
37. Rain barriers on unpaved sections

B. Agreement proposals

38. Inter-State Road Transport Permit Agreement
39. Inter-African Vehicle Driving Licence Agreement
40. Inter African Vehicle Insurance "Green Card" Agreement
41. Accession to New York Convention (1954) (temporary vehicle important)
42. Accession to Geneva Convention, (1956) (temporary importation of goods)
43. Inter-State Transit Systems Agreement
44. Misc Consultation Agreements
45. Convention on free movement of persons and goods
46. Currency exchange agreement at border posts
47. Gradual abolition of visas
48. Temporary visas at border posts
49. Harmonization of border post opening hours
50. Establishment of common border posts
51. Facilities for handling of commercial goods by customs at border posts
52. Adequate local supply of fast moving spare parts
53. Mandatory application or roadworthiness regulations